

**AMENDMENTS TO THE CLAIMS:**

Please cancel claim 2 without prejudice or disclaimer.

This listing of claims will replace all prior versions, and listings, of claims in the application:

1. (Currently Amended) A pothole protection mechanism for a lift vehicle including a lifting section supported on a vehicle frame, the pothole protection mechanism comprising:

an actuator attached to the lifting section of the lift vehicle, the actuator being displaced between an extended position and a retracted position based on a position of the lifting section;

a crank including an engagement member at an upper end positioned to be engaged by the actuator, the crank further including a slot between the upper end and a lower end, wherein a connector secured to the vehicle frame and engaged with the crank through the slot movably secures the crank to the vehicle frame;

a coupler link pivotally secured at a first end to the lower end of the crank; and

a pothole protection bar pivotally secured to a second end of the coupler link and pivotally secured to the vehicle frame,

wherein the ~~vehicle frame, the crank, the connector, the coupler link and the pothole protection bar~~ define a five bar mechanism for actuation of the pothole protection mechanism is  
pivotal between a stowed position and a use position based on the position of the lifting section.

2. (Canceled)

3. (Original) A pothole protection mechanism according to claim 1, wherein the actuator comprises:

a plate member slidably mounted on a pin rigidly secured to the frame; and

a spring mounted on the pin between the frame and the plate member.

4. (Original) A pothole protection mechanism according to claim 3, wherein a spring constant of the spring is about 470 lb/in.

5. (Original) A pothole protection mechanism according to claim 1, wherein the connector is structurally configured to allow only for translation of the crank with respect to the connector.

6. (Original) A pothole protection mechanism according to claim 5, wherein the slot is at a predetermined angle with respect to a longitudinal axis of the crank.

7. (Original) A pothole protection mechanism according to claim 6, wherein the slot is offset with respect to the longitudinal axis of the crank.

8. (Original) A pothole protection mechanism according to claim 1, wherein the connector is structurally configured only for translation and rotation of the crank with respect to the connector.

9. (Currently Amended) A pothole protection mechanism according to claim 1, wherein the pothole protection bar is pivoted through an arc substantially limited to 90° between ~~a~~ the use position and ~~a~~ the stowed position ~~based on the position of the lifting section.~~

10. (Original) A pothole protection mechanism according to claim 1, further comprising a frame pin coupled to the vehicle frame, the frame pin serving as a stop for the crank.

11. (Currently Amended) A lift vehicle comprising:

a vehicle frame;

a lifting section supported on the vehicle frame; and

a pothole protection mechanism, the pothole protection mechanism comprising:

an actuator attached to the lifting section of the lift vehicle, the actuator being displaced between an extended position and a retracted position based on a position of the lifting section,

a crank including an engagement member at an upper end positioned to be engaged by the actuator, the crank further including a slot between the upper end and a lower end, wherein a connector secured to the vehicle frame and engaged with the crank through the slot movably secures the crank to the vehicle frame,

a coupler link pivotally secured at a first end to the lower end of the crank, and

a pothole protection bar pivotally secured to a second end of the coupler link and pivotally secured to the vehicle frame,

wherein the ~~vehicle frame, the crank, the connector, the coupler link and the pothole protection bar define a five-bar mechanism for actuation of the pothole protection mechanism~~ is pivotable between a stowed position and a use position based on the position of the lifting section.

12. (Original) A lift vehicle according to claim 9, wherein the lifting section comprises a scissors lift.

13. (Original) A lift vehicle according to claim 11, wherein the actuator comprises:  
a plate member slidably mounted on a pin rigidly secured to the frame; and  
a spring mounted on the pin between the frame and the plate member.

14. (Original) A lift vehicle according to claim 13, wherein a spring constant of the spring is about 470 lb/in.

15. (Canceled)

16. (Previously Presented) A pothole protection mechanism for a lift vehicle including a lifting section supported on a vehicle frame, the pothole protection mechanism comprising:

an actuator attached to the lifting section of the lift vehicle, the actuator being displaced between an extended position and a retracted position based on a position of the lifting section;

a crank including an engagement member at an upper end positioned to be engaged by the actuator, the crank further including a slot between the upper end and a lower end, wherein a connector secured to the vehicle frame and engaged with the crank through the slot movably secures the crank to the vehicle frame;

a coupler link pivotally secured at a first end to the lower end of the crank; and

a pothole protection bar pivotally secured to a second end of the coupler link and pivotally secured to the vehicle frame.